



From Sea to Shining Sea: Celebrate Maritime History and Preservation in the National Park System



**“I must go down to the seas again, to the lonely sea
and the sky, And all I ask is a tall ship and a star to
steer her by, ...”** *“Sea Fever” - John Masefield*

From the beginning of human history, the sea has lured men to challenge it; and that challenge was taken up as men ventured out to sea for food and commerce, for exploration, for war, and for the pleasure of the challenge. Those who have gone to sea have been the subjects of literature, poetry, and songs. Writers and poets have done their best to articulate the draw that the sea has had on humans and to explain the awe and fear it inspires. This nation was begun by men and women venturing out on the sea to seek new beginnings, and as a nation we learned to go back out on that sea to achieve greatness.

The National Park Service has the honor of preserving and managing numerous areas and programs that commemorate Maritime History or preserve Maritime sites. The struggles, ideals, and accomplishments of this nation can be found in our Maritime History and celebrated throughout the National Park System. Our Maritime History is celebrated in areas as diverse as Boston National Historical Park in Massachusetts, Cape Lookout National Seashore in North Carolina, Golden Gate National Recreation Area in California, and at New Bedford Whaling National Historical Park in Massachusetts. National parks preserve and commemorate many sites of historical significance in the Maritime History of the United States.

Within the National Park Service there are many parks and programs that interpret the maritime heritage of the United States and address the various preservation issues associated with these unique resources. Listed below is a sampling of National Park Service sites that can help visitors gain an understanding of our Maritime History and provide a link to our past, present, and future. For a more complete list of parks and additional information about them, visit our *From Sea to Shining Sea: Celebrate Maritime History and Preservation in America's National Parks* website at: http://www.nps.gov/pub_aff/maritime/celebrate.htm.

National Parks that Preserve and Commemorate Maritime History or Related Themes



Assateague Island National Seashore, MD, VA: Human struggles are intertwined with this island at the ocean's edge. Gallant surf rescues by the US Life-Saving Service and dashed dreams of a summer beach resort are but a few of the stories told here. Marine and terrestrial life functioning in concert offer a closer look at a natural and cultural world shaped by forces larger than our own. Storm tossed seas, as well as gentle breezes shape Assateague Island. This barrier island is a tale of constant movement and change. Bands of wild horses freely roam amongst plants and native animals that have adapted to a life of sand, salt and wind. Special thickened leaves and odd shapes reveal the plant world's successful struggle here. Ghost crabs buried in the cool beach sand and tree swallows plucking bayberries on their southward migration offer glimpses of the animal world's connection to Assateague.

Biscayne National Park, FL: Biscayne National Park is more than just a natural wonderland. From pirates to pioneers to presidents, the parade of human history here is impressive. This rich Cultural Heritage spans 10,000 years, and continues with today's park users. The lands and submerged bottomlands of Biscayne National Park are rich with archeological remains that document the cultural history of southern Florida and the Florida Keys. Submerged archeological sites include an array of shipwrecks and other representations of maritime casualties, demonstrating the international maritime heritage encompassed in the waters of Biscayne National Park. The archeological remains of many shipwrecks have been found in our waters. The earliest identified shipwreck site is from the mid 18th century. Since historical records document that early European exploration of this region began in the early 16th century, it is possible that earlier remains are waiting to be found here.

Boston National Historical Park, MA: Boston National Historical Park is an association of sites that together give the visitor a coherent view of the city's role in the nation's history. Each site brings to life the American ideals of freedom of speech, religion, government, and self-determination. Most of Boston National Historical Park's sites are connected by the **Freedom Trail**, a 3-mile walking tour of 16 sites and structures of historic importance in downtown Boston and Charlestown. In addition to the sites along the Freedom Trail, the National Park Service maintains an important part of the **Charlestown Navy Yard**, one of the nation's first naval shipyards, where the **USS Constitution** is berthed.

Boston Harbor Islands National recreation Area, MA: Boston Harbor Islands National Park area includes 34 islands situated within the Greater Boston shoreline. The islands are rich in natural and cultural resources. Imagine a place where you can explore tide pools, walk through a Civil War era fort, climb a lighthouse, hike lush trails and salt marshes, camp under the stars, or relax while fishing, picnicking or swimming...all within reach of downtown Boston. The 34 islands are managed by a unique, 13-member Partnership which includes the National Park Service and other public and private organizations. An advisory council provides a mechanism for public involvement. For in-depth visitor and park information visit www.BostonIslands.com.

Cabrillo National Monument, CA: On September 28, 1542, Juan Rodríguez Cabrillo landed at San Diego Bay. This event marked the first time that a European expedition had set foot on what later became the west coast of the United States. His accomplishments were memorialized on October 14, 1913 with the establishment of Cabrillo National Monument. The park offers a superb view of San Diego's harbor and skyline. At the highest point of the park stands the Old Point Loma Lighthouse, which has been a San Diego icon since 1854. A statue and museum in the Visitor Center commemorate Juan Rodríguez Cabrillo's exploration of the coast of California. In a former army building an exhibit tells the story of the coast artillery on Point Loma. In the winter, migrating gray whales can be seen off the coast. Native coastal sage scrub habitat along the Bayside Trail offers a quiet place to reflect and relax. On the west side of the park is a small but beautiful stretch of rocky-intertidal coastline.



Cape Hatteras National Seashore, NC: Stretched over 70 miles of barrier islands, Cape Hatteras National Seashore is a fascinating combination of natural and cultural resources, and provides a wide variety of recreational opportunities. Once dubbed the "Graveyard of the Atlantic" for its treacherous currents, shoals, and storms, Cape Hatteras has a wealth of history relating to shipwrecks, lighthouses, and the U.S. Lifesaving Service. These dynamic islands provide a variety of habitats and are a valuable wintering area for migrating waterfowl. The park's fishing and surfing are considered the best on the east coast.

Cape Lookout National Seashore, NC: The environment of the Cape Lookout National Seashore has deterred man from extensively settling the area, although historically the islands have served as prominent landmarks for mariners and have been busy with maritime activities. In the early 1700's the notorious pirate, Blackbeard, sailed the waters off Cape Lookout. Early European sailors knew both the dangerous shoals off Cape Lookout Point and the safe harbor of Lookout Bight. In later years, the Cape Lookout Lighthouse warned of the hazards, and life-saving operations rescued seamen in trouble.

During World War II German U-boats were a threat to ships sailing along the Core Banks. Fishing has always been the dominant vocation of the Outer Bankers. With increased maritime activity, **Portsmouth Village** became a transshipment point where cargo was unloaded and reloaded when ships passed through the shallow Ocracoke Inlet. Later, as storms changed the shoals and ships began to use the inlet at Hatteras, the activity at Portsmouth Village gradually decreased until, in the end, all residents left the village to live in other places. Now the village serves as a unique reminder of past cultural and economic life on the Outer Banks.

Charlestown Navy Yard (Boston National Historical Park), MA: When the Charlestown Navy Yard closed in 1974 after nearly 175 years of serving the fleet, 30 acres became part of Boston National Historical Park. The National Park Service now maintains an important part of the ship yard, and as part of the Park Service's interpretive program, **USS *Constitution***, in connection with the United States Navy, and **USS *Cassin Young*** are preserved as representatives of the kinds of vessels built in this yard. Together they represent a 200-year-old tradition of building fine ships for the Navy.

The National Park Service offers a variety of programs and activities in the Navy Yard. Visitors are invited to begin at the Navy Yard Visitor Information Center located on the Freedom Trail near Gate 1 of the Navy Yard. The Information Center is open daily and provides daily program schedules. Visitors may take self-guided or ranger-guided walking tours of the Navy Yard. The ranger-guided walking tour explores the yard's 174 years of history by taking visitors past such sites as the Chain Forge, where die-lock anchor chain was first manufactured; the Ropewalk, a quarter-mile long building designed by famed architect Alexander Parrish; and Dry Dock 1, one of the first two dry docks constructed in the nation. This one-mile walking tour lasts 90 minutes. For more information on tour schedules or to make group reservations, please call (617)242-5601.

The Charlestown Navy Yard is also host to visiting ships from around the world.



Essex National Heritage Area, MA: The Essex National Heritage Area begins just 10 miles north of Boston and extends for 40 miles along the scenic coast of Massachusetts. The Area is characterized by white, sandy beaches interspersed with rugged granite outcroppings, and overlaid by 400 years of New England history and culture. From the Atlantic Ocean up the Merrimack River, this 550-square-mile region features historic seaports, white clapboard buildings, renowned art and cultural museums, antique farms, wooden boat-building shops, early industrial mill complexes, and significant wildlife refuges - both on-shore and off-shore. The Area is instilled with authentic Yankee character. Three significant themes of American history can be easily experienced within its boundaries: early colonial settlement, maritime commerce and sailing, and New

England's early Industrial Revolution. The Area contains two National Park sites and hundreds of historic structures, museums, and natural resources, and it is within an easy day trip of Boston by train or car. For more information, please visit www.essexheritage.org.

Fort McHenry National Monument and Historic Shrine, MD: "O say can you see, by the dawn's early light," a large red, white and blue banner? "Whose broad stripes and bright stars . . . were so gallantly streaming!" over the star-shaped Fort McHenry during the Battle of Baltimore, September 13-14, 1814. The valiant defense of the fort by 1,000 dedicated Americans inspired Francis Scott Key to write "The Star-Spangled Banner." Regardless of the "rockets red glare, the bombs bursting in air" the defenders of Fort McHenry stopped the British advance on Baltimore and helped to preserve the United States of America – "the land of the free and the home of the brave." Following the Battle of Baltimore during the War of 1812, the fort never again came under attack. However, it remained an active military post off and on for the next 100 years. It became an area administered by the National Park Service in 1933, two years after Key's poem became this country's National Anthem. Of all the areas in the National Park System, Fort McHenry is the only one designated a National Monument and Historic Shrine.

Fort Raleigh National Historic Site, NC: The first English attempts at colonization in the New World (1585-1587) are commemorated here. These efforts, sponsored by Sir Walter Raleigh, ended with the disappearance of 116 men, women and children (including two that were born in the New World). The fate of this "lost colony" remains a mystery to this day. The Park was established in 1941, and enlarged in 1990 by Public Law 1001-603 to include the preservation of Native American culture, The American Civil War, the Freedman's Colony, and the activities of radio pioneer Reginald Fessenden. The park is also home to the outdoor symphonic drama THE LOST COLONY, performed in the Waterside Theatre during the summer since 1937. The park is 513 acres in size.



Gateway National Recreation Area, NY/NJ: Gateway NRA is a 26,000 acre recreation area located in the heart of the New York metropolitan area. The park extends through three New York City boroughs and into northern New Jersey. Park sites offer a variety of recreation opportunities, along with a chance to explore many significant cultural and natural resources.

Golden Gate National Recreation Area, CA: The Golden Gate National Recreation Area is one of the largest urban national parks in the world, and one of the most heavily visited

units (16 million visitors each year) in the National Park system. The park was established in 1972 as part of a trend to make national park resources more accessible to urban populations and bring “parks to the people.” Golden Gate’s nearly 75,000 acres of land and water extend north of the Golden Gate Bridge to Tomales Bay in Marin County, and south to San Mateo County. The park encompasses 59 miles of bay and ocean shoreline. The park’s lands represent one of the nation’s largest coastal preserves. The park contains numerous natural and cultural areas, including Alcatraz, Marin Headlands, Nike Missile Site, Fort Mason, as well as Muir Woods National Monument, Fort Point National Historic Site, and the Presidio of San Francisco. These sites contain a variety of archeological sites, military forts and other historic structures which present a rich chronicle of two hundred years of history, including Native American culture, the Spanish Empire frontier, the Mexican Republic, evolution of American coastal fortifications, maritime history, 18th century and early 20th century agriculture, military history, California Gold Rush, Buffalo Soldiers, and the growth of urban San Francisco.

Gulf Islands National Seashore, FL/MS: Gulf Islands National Seashore is known for its snowy white-quartz beaches, and emerald blue-green waters that stretch 160 miles from Cat Island in Mississippi to the eastern tip of Santa Rosa Island in Florida. These sites are geographically connected as much as they are historically interwoven. The maritime history includes tales of devastation, death, imprisonment, and events that effected groups from Civil War soldiers to skilled slaves to the Chirichua Apache. The Naval Live Oaks area in Gulf Breeze, Florida is a wooded oasis, parallel to a congested interstate. Visitors can walk along a 1.2 mile trail dotted with 100 year old live oaks, set aside for shipbuilding in 1829, by John Quincy Adams. A short drive from Naval Live Oaks is the Santa Rosa Island where Fort Pickens was constructed to guard against enemy ships. After the British devastated America’s seaports in the War of 1812, an elaborate system of coast fortifications was constructed along the Eastern seaboard. Visitors can tour Fort Pickens, Barrancas and the Advanced Redoubt, imagining the lives of the soldiers who depended on ships for their food, supplies and messages from home. Both Fort Pickens in Florida and Fort Massachusetts in Mississippi served as prisons. At Pickens, Geronimo and the Chirichua Apache were imprisoned, stacking cannon balls, pulling weeds and performing other laborious tasks. In Mississippi, suspected spies, collaborators and sympathizers were housed at Fort Massachusetts on West Ship Island. In addition to West Ship Island, visitors can enjoy hiking, and primitive camping on Horn and Petite Bois Island, federally recognized wilderness areas off the Mississippi coast. Natural beauty, recreational opportunities and historic richness abound at Gulf Islands National Seashore.

New Bedford Whaling National Historical Park, MA: New Bedford Whaling National Historical Park commemorates the heritage of the world's preeminent whaling port during the 19th century. A variety of cultural landscapes, historic buildings, museum collections, and archives preserve this history and collectively recount the stories of a remarkable era. Whaling, a leading 19th century enterprise, contributed to America's economic and political vitality. New Bedford Whaling National Historical Park was created in 1996. The park encompasses 34 acres spread over 13 city blocks and includes a visitor center, the New Bedford Whaling Museum, the Seamen's Bethel, the schooner Ernestina, and the Rotch-Jones-Duff House and Garden Museum.

New Jersey Coastal Heritage Trail Route, NJ: The New Jersey Coastal Heritage Trail Route was established in 1988 "to provide for public appreciation, education, understanding, and enjoyment" of significant natural and cultural sites associated with the coastal area of the State of New Jersey. The Coastal Heritage Trail is divided into five regions linked by the common heritage of life on the Jersey Shore and Raritan and Delaware bays. Five themes define different aspects of coastal life: Maritime History, Coastal Habitats, Wildlife Migration, Historic Settlements, and Relaxation and Inspiration. The Maritime History, Coastal Habitats, and Wildlife Migration theme Trails are open to the public. The trail is intended primarily for vehicular tourism. It is a partnership project by the National Park Service in cooperation with the State of New Jersey and many other public and private organizations working to preserve the state's natural and cultural heritage. The Trail extends along coastal New Jersey, from Perth Amboy to Cape May on the Atlantic coast, and west along the Delaware Bay from Cape May to the Delaware Memorial Bridge at Deepwater, New Jersey. The Trail's expanded web page – In Depth button - provides a listing of destinations with detailed site descriptions of each region.

Perry's Victory and International Peace Memorial, OH: On September 10, 1813, Commodore Oliver Hazard Perry defeated and captured a British squadron of warships at the Battle of Lake Erie. The battle, fought during the War of 1812, secured control of Lake Erie for the United States and enabled General William Henry Harrison to conduct a successful invasion of Western Upper Canada. Harrison subsequently defeated the British and Indians at the Thames River on October 5, 1813. The dual victories of Lake Erie and the Thames provided an important morale boost to the young country and gave the United States a much stronger bargaining position at the peace talks. The Treaty of Ghent, signed on Christmas Eve 1814, ended the War 1812. However, in 1817 the United States signed the Rush-Bagot Agreement with Great Britain, a document that has resulted in peaceful relations between the United States and Canada since the War of 1812. Constructed between 1912 and 1915 by a commission of nine states and the federal government, Perry's Victory & International Peace Memorial was built not only to commemorate the American naval triumph, but also "to inculcate the lessons of international peace by arbitration and disarmament." On June 2, 1936 the memorial was established as a unit of the National Park Service by a presidential proclamation of Franklin D. Roosevelt.

Point Reyes National Seashore, CA: Point Reyes National Seashore contains unique elements of biological and historical interest in a spectacularly scenic panorama of thunderous ocean breakers, open grasslands, bushy hillsides and forested ridges. Native land mammals number about 37 species and marine mammals augment this total by another dozen species. The biological diversity stems from a favorable location in the middle of California and the natural occurrence of many distinct habitats. Nearly 20% of the State's flowering plant species are represented on the peninsula and over 45% of the bird species in North America have been sighted. The Point Reyes National Seashore was established by President John F. Kennedy on September 13, 1962.



Port Chicago Naval Magazine National Memorial, CA: Port Chicago Naval Magazine was dedicated as a National Memorial to honor the courage and commitment of the Sailors, Marines, Coast Guardsmen, Merchant Mariners, and working civilians killed and injured in the largest homeland disaster during World War II. On July 17, 1944, 320 men, over 200 of which were African-Americans, were instantly killed when a loaded munition ship blew up during loading operations. The Memorial recognizes the critical role they and the survivors of the explosion played in winning the war in the Pacific. Port Chicago National Memorial was dedicated in 1994 by the survivors of that tragic event and their families, Naval personnel, and National Park Service. The explosion and its aftermath was a catalyst, one of many, that helped persuade the U.S. Navy and the military establishment to begin the long journey on the road to racial justice and equality following WWII.

Saugus Iron Works National Historic Site, MA: Saugus Iron Works National Historic Site, Saugus, Massachusetts: Hammersmith, as it was called, represents North America's Seventeenth-Century transformation from stone to iron tool manufacturing technology. In a venture intended to make the Massachusetts Bay Colony more self reliant, English investors financed the creation of the Company of Undertakers for the Iron Works in New England. A skilled iron making workforce was recruited and transplanted to Massachusetts. These workmen would help Massachusetts achieve its goals. The iron works dock at the head of the Saugus River tide waters was a vital connection to the developing colonial economy. Work boats from the iron works brought ore, goods from Europe and Barbados, and even Scottish prisoners of war to work as laborers. Products shipped out from the iron works included bar iron, cast iron pots and kettles and even cast iron salt pans (for evaporating sea water to make salt for support of the local fishing industry).

Salem Maritime National Historic Site, MA: Salem Maritime, the first National Historic Site in the National Park System, was established to preserve and interpret the maritime history of New England and the United States. The Site consists of about nine acres of land and twelve historic structures along the waterfront in Salem, Massachusetts, as well as a Visitor Center in downtown Salem. The Site documents the development of the Atlantic triangular trade during the colonial period, the role of privateering during the Revolutionary War, and the international maritime trade, especially with the Far East, which established American economic independence after the Revolution. The Site is also the focal point of the Essex National Heritage Area, designated in 1996, which links thousands of historic places in Essex County around three primary historic themes: colonial settlement, maritime trade, and early industrialization in the textile and shoe industries. Salem Maritime NHS

also includes the Friendship of Salem, a full-scale 171' replica of the kind of tall ship that Salem merchants sent around the world in the years between the Revolution and the War of 1812.

San Francisco Maritime National Historical Park, CA: Located at the west end of San Francisco's Fisherman's Wharf, this park includes the fleet of national historic landmark vessels at Hyde Street Pier, a visitor center, a maritime museum, and a library/research facility. Visitors can board turn-of-the-century ships, tour the museum and learn traditional arts -- like boatbuilding and woodworking. The Park offers educational, music and craft programs for all ages, and provides unique opportunities for docents, interns and volunteers to learn more about the nation's maritime heritage.

Sleeping Bear Dunes National Lakeshore, MI: 35 miles of Lake Michigan coastline, on the mainland of Michigan, as well as around North and South Manitou Islands, are protected at this site. The park was established primarily for its outstanding natural features, including forests, beaches, dune formations, and ancient glacial phenomena. However, cultural features and landscapes abound in the Lakeshore including an 1858 lighthouse, three Life-Saving Service/Coast Guard stations, eight historic rescue boats, a group of farms, and a company "port" town. The human history is as rich as the sand dunes themselves and as equally fascinating. Port Oneida is an extensive rural historic district overlooking Lake Michigan. The farmers who once lived there also worked as boat builders, sailors or fishermen. Glen Haven, a historic Great Lakes village, boasts a working blacksmith shop and general store. The old fruit cannery is now a boat museum with more than a dozen historic, small craft on display that once contributed to the traffic on Lake Michigan. Just down the beach, the Sleeping Bear Point Coast Guard Station has been restored as a maritime museum focusing on shipwrecks, rescues, and the men whose motto was "You have to go out, but you don't have to come back." The boat house is fully equipped with two surfboats and all the rescue equipment they would have used in 1901. Daily, during the summer, visitors can participate in a re-enactment of a shipwreck rescue and once a week, witness the firing of the Lyle gun rescue cannon. In the fall, when the weather turns stormy, brave hikers are invited to join a historic lantern lit "beach patrol" to search for shipwrecks and other adventures. The Manitou Passage State Underwater Preserve is adjacent to the Lakeshore. The Preserve protects more than 80 shipwrecks, many in shallow water. Beachcombers often discover shipwreck timbers that they then report to park officials as historic artifacts.

USS *Arizona* Memorial, HI: Oil droplets bubble to the surface of Pearl Harbor above the sunken battleship, USS *Arizona*, creating a vivid link to the past. On a quiet Sunday morning, December 7, 1941, Japanese naval air forces launched a surprise attack on the island of Oahu leaving the Pacific Fleet and the surrounding airfields in smoldering ruins. Here, peace was interrupted and World War II began in the Pacific. In a few hours, 2,390 futures were taken. Nearly half of these casualties were from the USS *Arizona*. Behind the shadows of destroyed airfields, aircraft and ships, America fought fear and a determined enemy by responding with an unrivaled war effort. In the wake of the "day of infamy", an epic battle for democratic ideals and world freedom would bloody the fields of Europe and the islands of the Pacific over the next four years. The USS *Arizona* Memorial became a

national shrine in 1962. To many, it symbolizes American sacrifice and resolve. Through this national tragedy, a new America emerged. The United States would reluctantly assume global power and with it, new global responsibilities. Today, the USS *Arizona* stands as a reminder of the events of that Sunday morning. It has different meanings for the millions who visit here but to all of them, it speaks silently and eloquently of the distance yet to be traveled before the world lives in peace.

Vicksburg National Military Park, MS: Vicksburg National Military Park was established by Congress on February 21, 1899, to commemorate the largest and most complex combined land and naval operation of the American Civil War, the campaign, siege and defense of Vicksburg. The Vicksburg campaign was waged from March 29 to July 4, 1863. It included battles in west-central Mississippi at Port Gibson, Raymond, Jackson, Champion Hill, Big Black River and 47 days of Union siege operations against Confederate forces defending the city of Vicksburg. Located high on the bluffs, Vicksburg was a fortress guarding the Mississippi River. It was known as "The Gibraltar of the Confederacy." Its surrender on July 4, 1863, coupled with the fall of Port Hudson, Louisiana, divided the South, and gave the North undisputed control of the Mississippi River. Today, the battlefield at Vicksburg is in an excellent state of preservation. It includes 1,330 historic monuments and markers, 20 miles of reconstructed trenches and earthworks, a 16 mile tour road, antebellum home, 144 emplaced cannon, restored Union gunboat-USS Cairo and Cairo Museum, and the Vicksburg National Cemetery.

War in the Pacific National Historical Park, GUAM: This unique National Park is the only site in the National Park System (comprised of 388 parks) that honors the bravery and sacrifices of all those who participated in the Pacific Theater of World War II. This includes the United States, Japan, and the Allied nations; Australia, Canada, China, France, Great Britain, New Zealand, the Netherlands, and the Soviet Union. Park visitors have the opportunity to learn about the events that lead to the outbreak of the Pacific War, the Battle of Guam and the role the Mariana Islands played in helping to end World War II (1941-1945). At War in the Pacific National Historical Park (NHP), the former battlefields, gun emplacements, trenches, and historic structures all serve as silent reminders of the bloody battles that ensued on the Island of Guam, over 60 years ago. Please log on to www.nps.gov/wapa for information on the park and the new Pacific War website.

Additional National Park Sites that Preserve or Commemorate Maritime History or Related Themes

(Click on any of these sites to visit on the web, or go to:

<http://data2.itc.nps.gov/parksearch/atoz.cfm>) for a complete list of National Park sites.

Acadia National Park

Bar Harbor, ME

Alcatraz Island (Golden Gate National Recreation Area)

San Francisco, CA

Aleutian World War II National Historic Area

Unalaska, AK

American Memorial Park

Northern Marian Islands, Saipan

Apostle Islands National Lakeshore

Bayfield, WI

Canaveral National Seashore

Titusville, FL

Cape Cod National Seashore

Wellfleet, MA

Cape Henry Memorial (Colonial National Historical Park)

Virginia Beach, VA

Castillo de San Marcos National Monument

Saint Augustine, FL

Castle Clinton National Monument (Manhattan Sites)

New York, NY

Chesapeake and Ohio Canal National Historical Park

Hagerstown, MD

Chesapeake Bay Gateways Network

Annapolis, MD

Christiansted National Historic Site

St. Croix, VI

Colonial National Historical Park

Yorktown, VA

Cumberland Island National Seashore

Saint Mary's, GA

De Soto National Memorial

Bradenton, FL

Dry Tortugas National Park

Key West, FL

Ebey's Landing National Historical Reserve

Coupeville, WA

Fire Island National Seashore

Patchogue, NY

Fort Caroline National Memorial
Jacksonville, FL
Fort Donelson National Battlefield
Dover, TN
Fort Frederica National Monument
St. Simons Island, GA
Fort Moultrie National Monument
Sullivan's Island, SC
Fort Point National Historic Site (Golden Gate National recreation Area)
San Francisco, CA
Fort Pulaski National Monument
Savannah, GA
Fort Sumter National Monument
Charleston Harbor, SC
Fort Washington (National Capital Parks-East)
Fort Washington, MD
Illinois & Michigan Canal National Heritage Corridor
Lockport, IL
Indiana Dunes National Lakeshore
Porter, IN
Jamestown National Historical Site (Colonial National Historical Park)
Yorktown, VA
John Ericsson Memorial (National Capital Parks-Central)
Washington, D.C.
National Parks of New York Harbor
New York, NY
Padre Island National Seashore
Corpus Christi, TX
Pictured Rocks National Lakeshore
Munising, MI
Presidio of San Francisco (Golden Gate National Recreation Area)
San Francisco, CA
Saint Croix Island International Historic Site
Calais, ME
San Juan National Historic Site
San Juan, PR
Yorktown Battlefield (Colonial National Historical Park)
Yorktown, VA

National Park Service Maritime Related Projects, Programs, Publications and Web Sites

Historic American Buildings Survey (HABS)

This national treasure consists of hand-measured and computer-generated drawings, large-format black and white and color photographs, written historical and descriptive data, and original field notes, capturing the essence of the American experience through more than 36,000 recorded historic structures and sites, including lighthouses, life-saving stations, ships and vessels.

<http://www.cr.nps.gov/habshaer/coll/>

Maritime Heritage Program

The Maritime Heritage Program works to advance awareness and understanding of the role of maritime affairs in the history of the United States. We survey and evaluate historic maritime properties, provide guidance for preserving these resources, and educate the public about maritime history and preservation through our web site, publications, and technical assistance.

<http://www.cr.nps.gov/maritime.htm>

NPS Maritime Resources

Access a list of links to lighthouses, ships, and other maritime resources within the National Park System.

<http://www.cr.nps.gov/maritime/maripark.html>

Historic Ships to Visit

Access lists of historic ships located in the United States and open to the public, organized by name, type, and location. Includes pages describing the Inventory of Historic Ships, basics about ship design and classification, and a collection of relevant links.

<http://www.cr.nps.gov/maritime.htm>

Lighthouses to Visit

The National Park Service published an inventory of lighthouses around the United States in 1994. Survey information for these 595 light stations and a variety of lighthouse-related pages are part of this site, as well as the Historic Lighthouse Preservation Handbook, sources for more information, and a listing of lighthouses by construction type.

<http://www.cr.nps.gov/maritime/ltaccess.html>

Life Saving Stations to Visit

The National Park Service inventory of Life Saving stations around the United States.

<http://www.cr.nps.gov/maritime/lssacces.html>

Maritime National Historic Landmarks

Over 100 maritime properties, i.e., lifesaving stations, lighthouses, ships, and shipwrecks, have been designated National Historic Landmarks (NHLs) under the "Maritime Heritage of the United States NHL Theme Study." These studies include both a physical description and a statement of significance for each property as well as photos and bibliographical information.

<http://www.cr.nps.gov/maritime/nhl/nmieval.html>

National Maritime Heritage Grants Program

Provides information about this new grants program which supports maritime heritage education and preservation projects.

<http://www.cr.nps.gov/maritime/grants.htm>

National Maritime Initiative Publications

Provides a number of useful publications addressing standards for preservation and guidance in documentation and evaluation of maritime resources.

<http://www.cr.nps.gov/maritime/nmipub.htm>

Submerged Resources Center

Learn about the underwater projects of the Submerged Resources Center, often in partnership with other organizations, including the U.S.S. Arizona and U.S.S. Utah at Pearl Harbor, ships and planes in Palau and Guam, and numerous historic shipwrecks in Dry Tortugas National Park and off Isle Royale National Park.

<http://data2.itc.nps.gov/submerged/>

Publications and Additional Websites

USS Arizona: Submerged Cultural Resources Study

<http://www.nps.gov/usar/scrs/scrs.htm>

Defender of the Gate: The Presidio of San Francisco, A History from 1846 to 1995

<http://www.nps.gov/prsf/history/hrs/thompson/thompson.htm>

Fort Hancock: A Bastion of America's Eastern Seaboard

<http://www.cr.nps.gov/nr/twhp/wwwlps/lessons/37hancock/37hancock.htm>

Maritime History at Point Reyes

http://www.nps.gov/pore/history_maritime.htm

San Francisco Bay Seacoast Defenses 1776-1974

http://www.nps.gov/prsf/coast_defense/

Seacoast Fortifications Preservation Manual

<http://www.nps.gov/goga/history/seaforts/>

Shipwreck – Cape Hatteras

<http://www.nps.gov/caha/shipwreck.htm>

Submerged Cultural Resources Study: USS Arizona

<http://www.nps.gov/usar/scrs/scrs.htm>

Teaching with Historic Places: Maritime History

To celebrate our nation's maritime heritage, Teaching with Historic Places posted on the web the following complete lesson plans that consider important aspects of maritime history. Created by National Park Service interpreters, preservation professionals, and educators, these lessons are free and ready for immediate classroom use by students in history and social studies classes.

<http://www.cr.nps.gov/nr/twhp/maritime.htm>

Union African-American Sailors Index

http://www.civilwar.nps.gov/cwss/sailors_trans.htm

Warships Associated with World War II in the Pacific

http://www.cr.nps.gov/history/online_books/butowsky1/index.htm

Maritime History Theme Trail: New Jersey Coastal Heritage Trail Route

<http://www.nps.gov/neje/maritime.html>

Submerged Cultural Resources Report: Dry Tortugas NP

http://www.cr.nps.gov/history/online_books/maritime/drto.pdf

Submerged Cultural Resources Report: H.L. Hunley Site Assessment

http://www.cr.nps.gov/history/online_books/maritime/hunley.pdf

Submerged Cultural Resources Report: The Archeology of the Atomic Bomb

http://www.cr.nps.gov/history/online_books/maritime/bikini.pdf

Submerged Cultural Resource Assessment: Micronesia

http://www.cr.nps.gov/history/online_books/maritime/micronesia.pdf

Submerged Cultural Resources Report: Florida

http://www.cr.nps.gov/history/online_books/maritime/florida.pdf

Submerged Cultural Resources Report: Charles H. Spencer-Mining Operation and Paddle Wheel Steamboat

http://www.cr.nps.gov/history/online_books/glca1/spencer.pdf

Submerged Cultural Resources Study: Isle Royale National Park

http://www.cr.nps.gov/history/online_books/isro/isro.pdf

Submerged Cultural Resources Survey: Yellowstone NP

http://www.cr.nps.gov/history/online_books/maritime/yellowstone.pdf

Submerged Cultural Resources Inventory: Point Reyes NS

http://www.cr.nps.gov/history/online_books/maritime/pore.pdf

Submerged Cultural Resources Assessment: Golden Gate NRA

http://www.cr.nps.gov/history/online_books/maritime/goga.pdf

Submerged Resources Assessment: Channel Islands National Park

http://www.cr.nps.gov/history/online_books/maritime/channel.pdf

Submerged Cultural Resources Report: Comet

http://www.cr.nps.gov/history/online_books/maritime/comet.pdf

Submerged Cultural Resources Report: Natural Site Formation Processes

http://www.cr.nps.gov/history/online_books/maritime/naturalsite.pdf

Submerged Resources Survey: Apostle Islands National Park

http://www.cr.nps.gov/history/online_books/maritime/noquebay.pdf

United States Navy Ships Named After National Parks or Associated with National Park Sites

USS *Mesa Verde* – LPD19: The future USS *MESA VERDE*, currently under construction at Northrop Grumman Ship Systems' shipyard in Pascagoula, MS, will be the third amphibious transport dock of the *San Antonio* Class. The ship will transport and land Marines, their equipment and supplies, by embarked air cushion or conventional landing craft or Expeditionary Fighting Vehicles, augmented by helicopters or vertical take off and landing aircraft. USS *MESA VERDE* will support amphibious, special operations, or expeditionary warfare missions through the first half of the 21st Century. Then Secretary of the Navy Richard Danzig announced the decision to name the third amphibious transport dock ship of the *San Antonio* Class, "*MESA VERDE*" (LPD 19). The ship is named in recognition of the Mesa Verde National Park in Southwestern Colorado. This will be the first U. S. Navy ship named *MESA VERDE*.



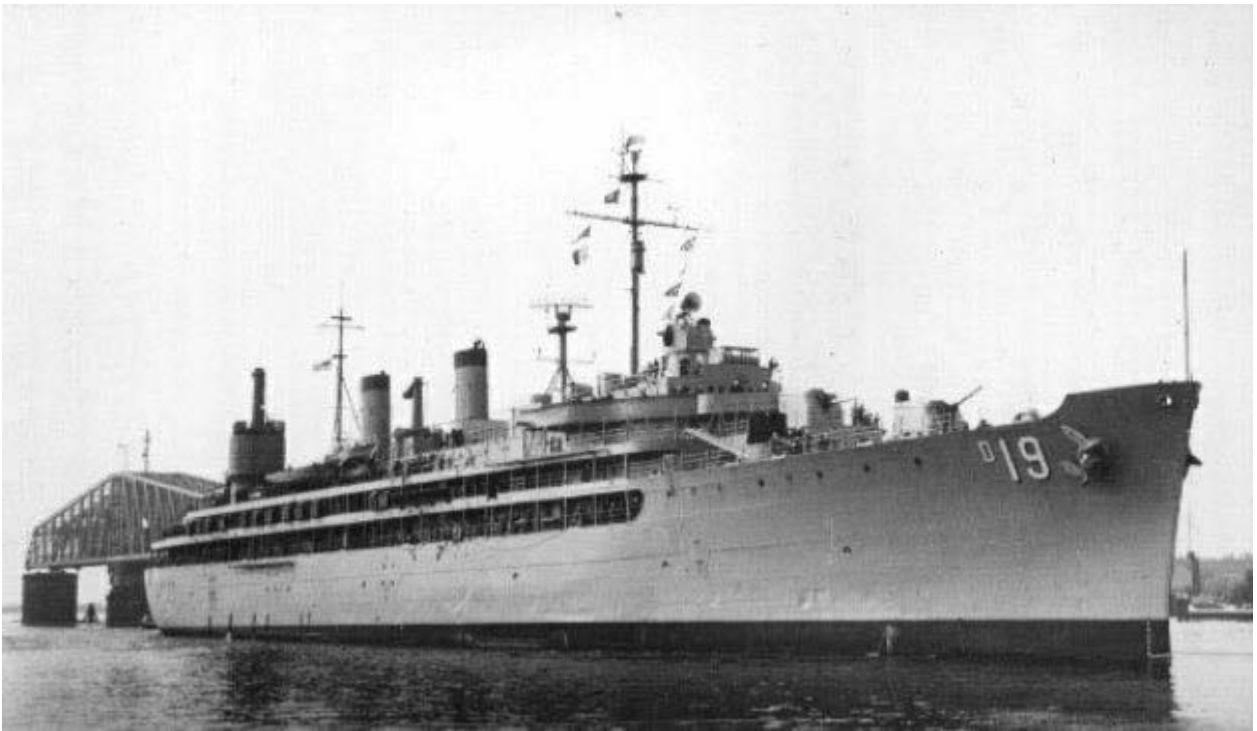
USS *San Francisco* (Cruiser # 5, C-5, later CM-2), 1890-1939. Later renamed *Yosemite*. USS *San Francisco*, a 4088-ton protected cruiser, was built at San Francisco, California, and commissioned in November 1890. She served in the Pacific until 1893, then steamed to the Atlantic. Operations followed in the North and South Atlantic, and in European waters. During the Spanish-American War, in 1898, *San Francisco* was stationed off Cuba. The cruiser had two additional tours of European duty in 1902-04, plus spending some time in the Caribbean area. In 1908-1911, she was converted into a mine planter, one of the Navy's first specialized mine vessels. *San Francisco* assisted in laying the North Sea Mine Barrage during World War I. She was designated CM-2 in 1920, and decommissioned in December 1921. In reserve at Philadelphia Navy Yard for many years thereafter, the ship was renamed *Yosemite* in 1931 and was sold for scrapping in April 1939.



USS *Yosemite*: USS *Yosemite* (1898-1900) USS *Yosemite*, a 6179-ton auxiliary cruiser, was built at Newport News, Virginia, in 1892 for commercial employment. Acquired by the Navy in April 1898, she operated in the West Indies area during the Spanish-American War. After that conflict, she served briefly in the Atlantic and then was sent to Guam for use as station ship and, occasionally, as a transport. On 13 November 1900 she was badly damaged by a typhoon. After her crew was rescued, *Yosemite* was scuttled offshore.



USS *Yosemite* - AD19: Laid down, 19 January 1942, at Tampa Shipbuilding Co., Inc., Tampa, FL. Launched, 16 May 1943 and Commissioned **USS *Yosemite* (AD-19)**, on 26 March 1944. Decommissioned, 27 January 1994, at US Naval Station Mayport, FL., and simultaneously struck from the Naval Register. Laid up in the National Defense Reserve Fleet, James, River, Fort Eustis, VA. Final Disposition, sunk as a target, 18 November 2003 at location 35-54N 77-04W, at a depth of 2340 fathoms.



USS *Acadia* – AD42: Named after the National Park in the state of Maine, a scenic, rugged coastal area on Mount Desert Island and the most prominent elevation on the eastern seaboard, the USS *ACADIA* was the second *YELLOWSTONE* - class destroyer tender. *ACADIA* was laid down on 14 February 1978 at San Diego, Calif., by the National Steel and Shipbuilding Co.; launched on 28 July 1979; sponsored by Mrs. Clarence R. Bryan, the wife of Vice-Admiral Clarence R. Bryan, Commander, Naval Sea Systems Command; and commissioned on 6 June 1981, Capt. Brenton P. Hardy in command. Decommissioned on December 16, 1994, but not stricken from the Navy list yet, the *ACADIA* is currently held in reserve at the Naval Inactive Ship Maintenance Facility in Pearl Harbor, HI.



USS *Grand Canyon* – AD/AR28: Laid down, 16 November 1944, as a Maritime Commission type (C3) hull, under Maritime Commission contract (MC hull 206) at Todd-Pacific Shipyards Inc., Tacoma, WA. Launched, 27 April 1945. Delivered to the Navy, 8 May 1945. Commissioned USS *Grand Canyon* (AD-28), 6 April 1946. Reclassified Repair Ship (AR-28) (date unknown). Decommissioned and struck from the Naval Register 1 September 1978. Transferred to the Maritime Administration for disposal. Final Disposition, sold for scrapping in June 1980 to Union Minerals and Alloy Corp., New York, N.Y.



USS *Yellowstone* – AD41: Laid down, 16 October 1944 under a Maritime Commission contract at Todd-Pacific Shipyards Inc., Tacoma, WA. Launched, 12 April 1945. Commissioned USS *Yellowstone* (AD-27), 11 January 1946. Decommissioned, 11 September 1974. Struck from the Naval Register, 12 September 1974. Transferred to the Maritime Administration for disposal. Final Disposition, sold by the Defense Reutilization and Marketing Service (DRMS) for scrapping in September 1975.



USS *Cape Cod* – AD43: USS *CAPE COD* was the third *YELLOWSTONE* - class destroyer tender. Decommissioned on September 29, 1995, and stricken from the Navy list on April 7, 1999, the *CAPE COD* is now berthed at the James River Reserve Fleet in Fort Eustis, VA, awaiting final disposal.



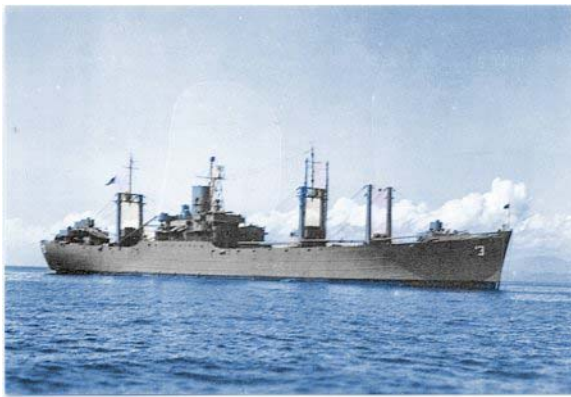
USS *Fort McHenry* – LSD43: Named for the national monument in Baltimore, Maryland, USS *FORT MCHENRY* (LSD 43) is the third *Whidbey Island* Class Dock Landing Ship. *FORT MCHENRY*'s keel was laid on 10 June 1983, and the ship was launched on 1 February 1986. The Honorable Helen D. Bently was the sponsor for *FORT MCHENRY*'s commissioning ceremony which took place in Seattle, Washington on 9 August 1987. *FORT MCHENRY*'s maiden deployment was from June 1988 to December 1988 to the Western Pacific. Following her return, *FORT MCHENRY* participated in the cleanup of the *EXXON VALDEZ* oil spill by deploying to Prince William Sound from 28 April to 22 June 1989. In recognition of the crew's effectiveness during the cleanup operation, *FORT MCHENRY* was awarded the Meritorious Unit Commendation and the Coast Guard's Special Operations Service Ribbon.



USS *Rushmore* – LSD47: USS *RUSHMORE* is named after the Mount Rushmore National Monument in the Black Hills of South Dakota. *RUSHMORE* was built by Avondale Industries in New Orleans, Louisiana. Mrs. Meredith Brokaw, wife of NBC News anchorman Tom Brokaw, christened the ship *RUSHMORE* May 6, 1989. Commissioning ceremonies were held on June 1, 1991 on the banks of the Mississippi River at the River Walk, New Orleans. The ship's first assignment was to deliver three Air Cushioned Landing Craft (LCAC) to Camp Pendleton, California from Panama City, Florida. Along the way, *RUSHMORE* conducted a port visit in Jamaica, traversed the Panama Canal, and visited Rodman, Panama. Camp Pendleton was the last stop before arriving at her homeport of San Diego. During her first six-month deployment, USS *RUSHMORE* spearheaded the beach landing on Somalia during OPERATION RESTORE HOPE, the largest military humanitarian operation in history. OPERATION RESTORE HOPE was designed to provide food and medical relief to the starving people of Somalia.



USS *Lassen* – AE3 (1941-47): *Lassen* (AK 3) ex-shooting Btar, was launched by the Tampa Shipbuilding Co., Tampa, Fla., under a Maritime Commission contract 10 January 1940; sponsored by Mrs. Fred C. Cone; acquired by the Navy 15 November 1940; commissioned 4 days later for transfer to Mobile, Ala. for conversion, Lt. Comdr. A. B. Kerr in command; and commissioned in full 27 March 1941, Comdr. R.S. Berkey in command. In the months prior to the war, this ammunition ship had made deliveries along both the Atlantic and Pacific coasts and in July saved to Pearl Harbor. On 22 November she departed Norfolk for San Francisco, her homeport. There was little need during the period of hasty demobilization which followed World War II for this ship which had plied its hazardous duties so efficiently. Berthed first at Port Discovery, Wash., from 20 November to 2 March 1946, she proceeded down the coast by stages and arrived in San Diego 27 March. *Lassen* decommissioned 15 January 1947 and entered the Pacific Reserve Fleet, remaining a unit of that fleet until struck from the Navy list 1 July 1961. *Lassen* received three battle stars for World War II service.



USS *Shenandoah* – AD44: USS *SHENANDOAH* was the fourth and final *YELLOWSTONE* - class destroyer tender and the fifth ship in the Navy named for the Shenandoah Valley. AD 44 is also named for the adjoining Shenandoah National Park. The Valley and the National Park are both located in the western part of the State of Virginia. The name Shenandoah is derived from an Indian word meaning "Daughter of the Stars." Decommissioned on August 15, 1996, and stricken from the Navy list on April 7, 1999, the *SHENANDOAH* is now located at the James River Reserve Fleet in Fort Eustis, VA., awaiting final disposal.



USS *Antietam* – CV36: USS *ANTIETAM* was one of the *ESSEX* - class aircraft carriers and the second ship in the Navy to bear the name. Commissioned as CV 36, her designation was changed to CVA 36 in October 1952, and to CVS 36 in August 1953. In December 1952, the *ANTIETAM* became the first carrier in the Navy to be equipped with an angled-deck. Decommissioned on May 8, 1963, and stricken from the Navy list on May 1, 1973, the *ANTIETAM* was sold for scrapping in early 1974. The ship was named *ANTIETAM* to commemorate a site along Antietam Creek, near Sharpsburg, Maryland, at which a major Civil War battle was fought.



USS *Antietam* – CG54: In naming this cruiser *ANTIETAM*, the U. S. Navy commemorates a site along Antietam Creek, near Sharpsburg, Maryland, at which a major Civil War battle was fought. *ANTIETAM* is the third American warship named in remembrance of this battle. *ANTIETAM* was commissioned on 6 June 1987 in Baltimore, Maryland. Following its commissioning, the cruiser steamed through the Panama Canal to its first homeport in Longbeach, California. *ANTIETAM*'s first deployment, beginning September 1988, took the ship to the Arabian Gulf for Kuwaiti tanker escort operations as part of Operation EARNEST WILL. Following the first full 18-month competitive cycle, *ANTIETAM* was awarded the Battle "E", eight of nine departmental excellence awards, and the LAMPS MK III Safety Award. The ship's second deployment in June 1990, scheduled for Pacific operations, was cut short by the Iraqi invasion of Kuwait. *ANTIETAM* entered the Arabian Gulf on 6 August, assuming duties as anti-air warfare commander for Middle East Force during the turbulent early days of Operation DESERT SHIELD.



USS *Gettysburg* – CG64: USS *GETTYSBURG* was one of six U.S. Navy ships ordered by President Clinton on October 15, 1993, to be deployed to enforce a trade embargo against Haiti as part of Operation "Support Democracy". The order came the day after the United Nations Security Council voted to reimpose stiff sanctions against Haiti, including an embargo on oil products, until order was restored and the Governors Island process clearly resumed. *GETTYSBURG* was one of five ships replaced less than two weeks later so as to permit it and the others to resume previously scheduled assignments. The ship's name, *Gettysburg*, commemorates the pivotal battle of the American Civil War fought from July 1 through July 3, 1863.



USS *Chancellorsville* – CG62: USS *CHANCELLORSVILLE* was commissioned at Ingalls Shipbuilding in Pascagoula, MS, on 4 November 1989. She deployed from 1 March 1991 to 27 August 1991 to the Arabian Gulf in support of Operation DESERT STORM. *CHANCELLORSVILLE* deployed from 19 February 1993 to 19 August 1993 to the Western Pacific and Arabian Gulf as part of the NIMITZ Battle Group. On 26 June 1993, *CHANCELLORSVILLE* launched strikes on the Iraqi Intelligence Center in Baghdad with nine Tomahawk missiles in retaliation for the aborted assassination attempt on former President Bush. On 28 April 1995, and until 28 October 1995, *CHANCELLORSVILLE* deployed to the Western Pacific and Arabian Gulf.



USS *Vicksburg* - CL-86, 1944-1964: USS *Vicksburg*, a 10,000-ton *Cleveland* class light cruiser built at Newport News, Virginia, was commissioned in June 1944. In October-December of that year, following shakedown in Chesapeake Bay and the West Indies, she served as a training ship in the Long Island Sound area. The cruiser went to the Pacific early in 1945. In February and March she provided naval gunfire support for the U.S. Marines as they landed on Iwo Jima and fought a hard and bloody campaign against the island's defenders. She escorted the fast carriers during their mid-March raids against Kyushu, taking part in several actions against Japanese aircraft. *Vicksburg* resumed her bombardment role during the Okinawa operation that began in late March and spent more than two months in the "Kamikaze" infested waters around the Ryukyus. Late in June, after completing her work at Okinawa, the cruiser supported minesweeping operations in the China Sea. When Japan capitulated in mid-August 1945, she was sent from the Philippines to the former enemy's home waters to provide offshore cover for the **surrender ceremonies** that took place on 2 September. Staying briefly in Japanese waters as the occupation effort expanded, *Vicksburg* next went to Okinawa, where she took aboard a large number of servicemen for transportation back to the United States. She arrived at San Francisco, California, in October and served along the West Coast for the rest of 1945, all of 1946 and part of 1947. Decommissioned at the end of June 1947, USS *Vicksburg* was assigned to the Pacific Reserve Fleet until October 1962, when she was stricken from the Naval Vessel Register. She was sold for scrapping in August 1964.

Photo # NH 66437 USS *Vicksburg* arrives off San Francisco, soon after the end of World War II



USS *Vicksburg* – CG69: Built by Ingalls Shipbuilding, at Pascagoula, MS, USS *VICKSBURG*'s keel was laid on May 30, 1990 and she was launched on September 7, 1991. USS *VICKSBURG* was sponsored by Tricia Lott, wife of the Honorable Trent Lott, United States Senator, Mississippi. On October 12, 1991, Mrs. Lott christened CG 69 as "*VICKSBURG*". The ship was commissioned on November 14, 1992. On her six month maiden deployment to the Mediterranean and Adriatic seas as a part of the USS *SARATOGA* joint task group, USS *VICKSBURG* operated as "redcrown" cruiser, an airspace deconfliction and command and control platform, in support of United Nations operations "Deny Flight", "sharp Guard" and "Provide Promise" off the coast of Montenegro. In May 1994, USS *VICKSBURG* participated, as part of the USS *SARATOGA* (CV 60) Battle Group, in the major annual spring NATO exercise "Dynamic Impact 94", a conventional major NATO exercise for maritime, amphibious, land based air and ground forces in the central and western Mediterranean area. The exercise was being held in the Western Mediterranean. USS *VICKSBURG* was on station in the Florida Straits in August 1994 for Operation Able Vigil. While deployed, USS *VICKSBURG* was tasked with providing support to the interdicting and transporting Cuban migrants in the Florida Straits to U.S. Naval Station Guantanamo Bay, Cuba, and assisting the U.S. Coast Guard which had the primary responsibility for Operation Able Vigil.



USS *Valley Forge* – CV45, later CVA45, CVS45 and LPH8: USS *Valley Forge* 1946-1971. USS *Valley Forge*, a 27,100-ton *Ticonderoga* class aircraft carrier, was built at Philadelphia, Pennsylvania, paid for by a special war bond drive in that city. Commissioned in November 1946, she transferred to the Pacific Fleet in the following year. *Valley Forge* made a cruise to Australia and the Far East early in 1948 and then steamed the rest of the way around the World. In May 1950, she again deployed to the Western Pacific. She was the only U.S. aircraft carrier in that region when the Korean War broke out in late June. For the next three years, *Valley Forge* was heavily engaged in Korean War operations, making four separate combat tours. During this time, in October 1952, she was redesignated CVA-45. With her flight deck essentially unchanged from its World War II design, *Valley Forge* was increasingly unable to handle the new high-performance, heavier jet aircraft of the post-Korean War era and, in January 1954, she was reclassified an anti-submarine warfare (ASW) support carrier with the designation CVS-45. Operating in the Atlantic, she served in this role for seven years. In June 1961, *Valley Forge* was given a new mission, as an amphibious assault ship, and redesignated LPH-8. Carrying a force of helicopter-borne Marines, she was stationed in the Pacific for the rest of her career, making five more Far Eastern deployments. The last three of these, in 1965-69, were largely spent on combat operations off Vietnam. USS *Valley Forge* decommissioned in January 1970 and was sold for scrapping in October 1971.



USS *Valley Forge* – CG50: USS *VALLEY FORGE* was the fourth *TICONDEROGA* - class guided missile cruiser and the first ship in her class to be decommissioned. *VALLEY FORGE*'s primary mission was to operate with aircraft carrier battle groups in extreme threat environments. The ship's purpose was to detect, classify and track hundreds of potential targets simultaneously in the air, on the surface, and under the sea. USS *VALLEY FORGE* was last homeported in San Diego, Calif. The ship is currently held in reserve at Pearl Harbor, Hi.



USS Saratoga – CV3: USS *Saratoga*, a 33,000-ton aircraft carrier, was converted from the battle cruiser *Saratoga* (CC-3) while under construction at Camden, New Jersey. Commissioned in November 1927, as the second of the Navy's initial pair of fully capable aircraft carriers. She was in the Pacific when the Japanese attacked Pearl Harbor on 7 December 1941 and took part in the abortive Wake Island relief expedition later in that month. While operating in the Hawaiian area on 11 January 1942, she was struck by a torpedo from a Japanese submarine, necessitating several months of repairs, during which her eight-inch guns were replaced by the more useful 5"/38 dual purpose type.

Saratoga returned to action in June 1942, in time for reinforcement operations immediately following the **Battle of Midway**. She was next engaged in supporting the Guadalcanal Operation in August 1942, including participation in the Battle of the Eastern Solomons. Another enemy submarine torpedo hit on 31 August put her in the repair yard for two months. The carrier was back in the South Pacific war zone in December 1942, spending the next year in that area. In November 1943, her planes made devastating raids on the Japanese base at Rabaul and supported the Gilberts operation later in the month. In January and February 1944 *Saratoga* took part in the invasion of the Marshall Islands. She then was sent to join the British Eastern Fleet in the Indian Ocean and participated in raids on Japanese positions in the East Indies during April and May 1944. An overhaul from June to September prepared her for employment training aviators for night operations. In February 1945, she carried night fighters during the Iwo Jima invasion and raids on the Japanese home islands. Several Kamikaze suicide plane hits on 21 February caused serious damage and casualties, sending her back to the U.S. for another session in the shipyard. *Saratoga* returned to service in May, again taking on a training role that lasted until Japan's surrender. Beginning in September 1945, she transported servicemen from the Pacific back to the United States as part of Operation "Magic Carpet". Too old for retention in the post-war fleet, *Saratoga* was then assigned to target duty for the atomic bomb tests at Bikini, in the Marshall Islands. She survived the first blast, on 1 July 1946, but sank after the 25 July underwater test. USS *Saratoga* still lies beneath the waters of Bikini atoll, where she is occasionally visited by divers.



USS *Saratoga* – CVA60 (later CV60): USS *Saratoga*, second of the 56,000-ton *Forrestal* class aircraft carriers, was built at New York Naval Shipyard. She went into commission in April 1956, operated in the Western Hemisphere until September 1957, then briefly went to Northern European waters to participate in operation "Strikeback". In February 1958, *Saratoga* began the first of more than twenty deployments to operate with the Sixth Fleet in the Mediterranean. Over the following decade, the big carrier made seven more tours to that increasingly tense part of the World.



USS *Sequoia* – Presidential Yacht: The *Sequoia* was the scene of some of America's most historic events: It was used during the Harding administration to enforce Prohibition; Herbert Hoover promoted his use of the *Sequoia* during the Depression in a misguided effort to elevate the spirit of a starving public; FDR and Eisenhower planned D-day; Truman decided to drop the bomb on Hiroshima and later conducted the world's first nuclear arms control summit; Eisenhower entertained Korean War veterans; Kennedy celebrated his last (46th) birthday party; LBJ lobbied for civil rights legislation, and planned Vietnam War strategy; Nixon negotiated the first arms control treaty with the Soviet Union, and later decided to resign; Gerald Ford conducted cabinet meetings on board; Ronald Reagan met all of the nation's 50 Governors at the *Sequoia's* gangplank; and George Bush negotiated with the Chinese Premier.



USS *Shiloh* - (CG 67): The twenty-first ship of the *TICONDEROGA* (CG 47) Class, Aegis guided missile cruiser, an adaptation of 31 *SPRUANCE* (DD 963) and 4 *KIDD* (DDG 993) Class destroyers. Her Keel was laid on August 1, 1989, and she was christened on September 8, 1990. The Engineering System aboard USS *Shiloh* represents advanced technology in shipboard construction. Its four LM-2500 gas turbine engines, manufactured by General Electric, provide the ship with tremendous power. With its 80,000 shaft horsepower, this ship is able to go through the water in excess of 30 knots.



USS *Cowpens* - (CVL-25): USS *Cowpens* (CV-25) was launched 17 January 1943 by New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. M. H. Spruance; daughter of Vice Admiral W. F. Halsey; and commissioned 28 May 1943, Captain R.P. McConnell in command. She was reclassified CVL-25 on 15 July 1943. Departing Philadelphia 29 August 1943 *Cowpens* arrived at Pearl Harbor 19 September to begin the active and distinguished war career which was to earn a Navy Unit Commendation. She sailed with TF 14 for the strike on Wake Island on 5 and 6 October, then returned to Pearl Harbor to prepare for strikes on the Marshall Islands preliminary to invasion. Placed in commission, in reserve at Mare Island 3 December 1946, *Cowpens* was decommissioned 13 January 1947. In addition to her Navy Unit Commendation, *Cowpens* received 12 battle stars for World War II service.



USS *Cowpens* - CG 63: USS *Cowpens* is the seventeenth of twenty seven *Ticonderoga* (CG 47) class guided missile cruiser. It's a multi-mission surface combatant capable of supporting carrier battle groups, amphibious forces, independent operations, or of acting as the flagship of a surface action group. The primary roles of *Cowpens* and of other Aegis cruisers are Anti-Air Warfare (AAW) and Strike Warfare (STW), while still performing superbly in her secondary roles in Undersea Warfare (USW/ASW), Anti-Surface Warfare (ASUW), and Naval Surface Fire Support (NSFS) for ground forces ashore. *Cowpens* serves as part of the Forward Deployed Naval Forces in Yokosuka, Japan as part of Battle Force Seventh Fleet.

The mission of USS *Cowpens* is to be fully ready to seek out and destroy enemy aircraft, submarines and surface ships and to attack enemy land targets.

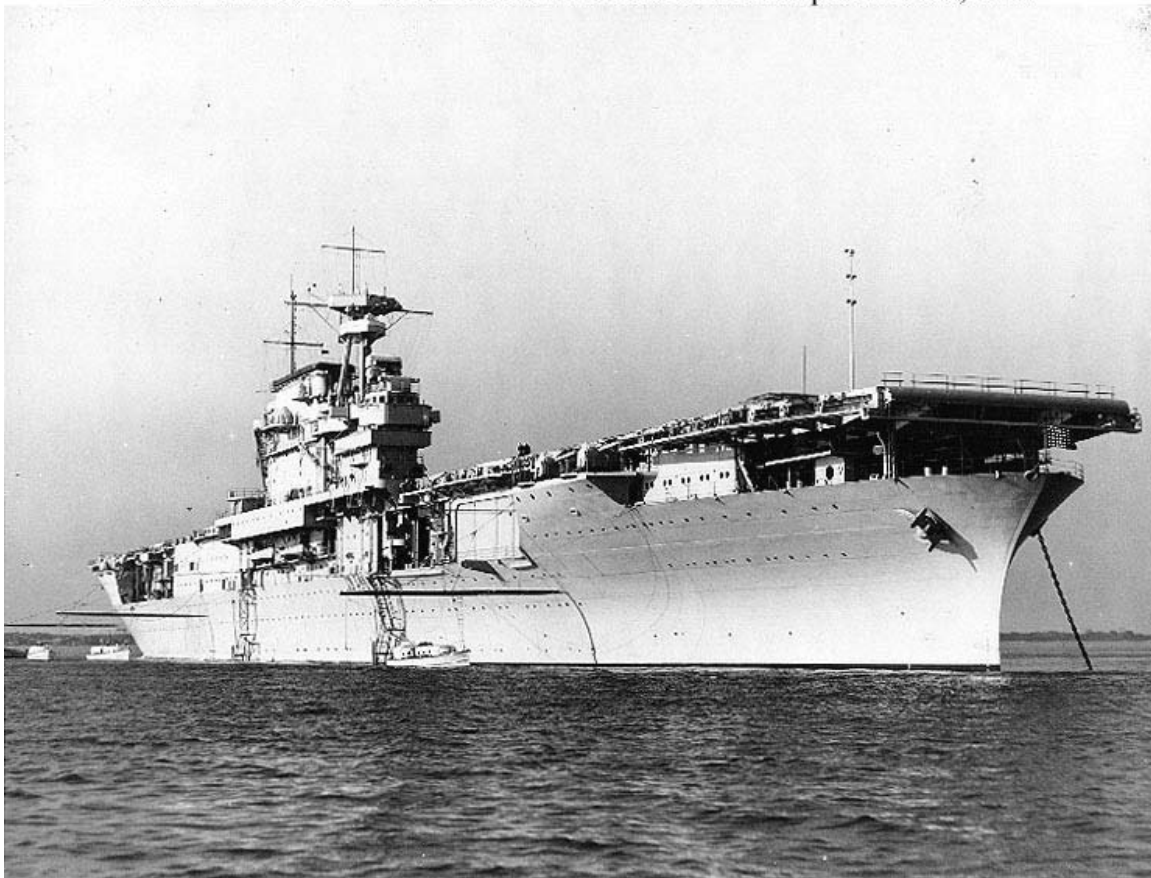


USS *Yorktown*- CV5: A 19,800 ton aircraft carrier built at Newport News, Virginia, was commissioned on 30 September 1937. Operating in the Atlantic and Caribbean areas until April 1939, she then spent the next two years in the Pacific. In May 1941 *Yorktown* returned to the Atlantic, patrolling actively during the troubled months preceding the outbreak of war between the United States and the Axis powers.

Two weeks after the 7 December 1941 Japanese attack on Pearl Harbor, *Yorktown* transited the Panama Canal to reinforce the badly damaged Pacific Fleet. The carrier's first combat operation was the Marshalls-Gilberts raid in early February 1942. *Yorktown* then steamed to the South Pacific, where she participated in a series of raids and other operations that climaxed in the Battle of Coral Sea in early May. In this action, in which she was damaged by enemy bombs, her planes attacked two Japanese aircraft carriers, helping to sink *Shoho* and damaging *Shokaku*.

Quick repairs at Pearl Harbor put *Yorktown* into good enough condition to participate in the Battle of Midway on 4-6 June 1942. During this great turning point of the Pacific War, her air group fatally damaged the Japanese aircraft carrier *Soryu* and shared in the destruction of the carrier *Hiryu* and cruiser *Mikuma*. However, successive strikes by dive bombers and torpedo planes from *Hiryu* seriously damaged *Yorktown*, causing her abandonment during the afternoon of 4 June. Two days later, while salvage efforts were underway, the Japanese submarine *I-168* torpedoed both the damaged carrier and the destroyer *Hammann* (DD-412), sinking the latter immediately and *Yorktown* shortly after daybreak on 7 June 1942. USS *Yorktown*'s wreck was discovered and examined in May 1998, in surprisingly good condition after fifty-six years beneath more than three miles of sea water.

Photo # NH 50330 USS *Yorktown* anchored in Hampton Roads, 1937



USS *Yorktown*- CV10: Second of the *Essex* class carriers, replaced her namesake, lost at the Battle of Midway in June 1942. The *Essex* carriers formed the core of the fast carrier task forces that struck Japanese forces in the Pacific with devastating results. *Yorktown*'s planes inflicted heavy losses on the enemy at Truk and in the Marianas; the carrier supported American troops in the Philippines, at Iwo Jima, and at Okinawa. *Yorktown* received 11 battle stars for her World War II service and was awarded the Presidential Unit Citation. For service off Vietnam she was awarded four battle stars. As the National Memorial to Carrier Aviation, *Yorktown* serves as host to the following memorials: the Arlington of Carrier Aviation, the Carrier Aviation Test Pilots Hall of Honor, the Carrier Aviation Hall of Fame, the Carrier Aviation Combat Aircraft Exhibit, and the Combat Aircrew Roll of Honor. *Yorktown* also serves as the headquarters for the Congressional Medal of Honor Society and the Congressional Medal of Honor Museum. USS *Yorktown* is a National Historic Landmark.



USS *Yorktown* - (CG 48): USS *Yorktown* was built from keel up to utilize every capability of the awesome Aegis Combat System and was commissioned on 4 July 1984 at Yorktown, VA. It proceeded immediately to work up for a major series of shock trials. As of late 2001, and since commissioning, the *Yorktown* had completed five, highly successful Mediterranean deployments. The first, from August 1985 to April 1986, involves most notably the dramatic Achille Lauro hijacker intercept, two Black Sea excursions, and three operations off the Libyan coast.



USS *VINCENNES* – CG 49: was the first of the United States Navy's AEGIS Cruisers of the *TICONDEROGA* Class to enter the Pacific Fleet. Upon commissioning in 1985, *VINCENNES* entered the Pacific Fleet via the Panama Canal and participated in the testing and development of the SM-2 Block II surface-to-air missile. In May 1986, *VINCENNES* participated in the multinational exercise RIMPAC 86, coordinating the AAW efforts of two aircraft carriers and over forty ships from five nations. USS *VINCENNES* is the fourth capital warship to bear this name and a city in Indiana, 55 miles south of Terra Haute. The city is the site of the old Fort Vincennes, captured during the American Revolution in 1779 by George Rogers Clark.

The first *VINCENNES* was one of ten Sloops-of-War to be authorized by Congress in 1825. For 41 years, she compiled an outstanding record of unprecedented achievements in polar exploration, global circumnavigation and distinguished service in the War Between the States. The second *VINCENNES*, designated (CA 44), was a heavy cruiser commissioned in 1937. She fought valiantly during General Jimmy Doolittle's raid on Tokyo, the Battle Midway, the landing at Guadalcanal, and finally, at the Battle of Savo Island. The third *VINCENNES* (CL 64) was commissioned in January 1944 and fought brilliantly throughout the Pacific in Battles of Guam, the Philippines, Okinawa, and Formosa. During the closing months of World War II, *VINCENNES* became legendary for her successes against Japanese aircraft.

In addition to performing duties as the Battle Group Anti-Air Warfare Commander during her Western Pacific Deployments, *VINCENNES* has been awarded the Navy Meritorious Unit Citation, the Battle "E" three times, the Combat Action Ribbon, the National Defense Medal, and the Sea Service Deployment Ribbon with four stars.



USS *Blue Ridge* – LCC 19: Unlike its World War II predecessor of the same name, which had to be converted from a merchantman to an Amphibious Force flagship, the United States Ship *BLUE RIDGE* represents a unique effort and achievement in the Navy's Command and Control ship design.

For the first time it is a platform built from the keel up to accomplish the mission of Command and Control coordination. In this 18,500 ton ship are found the facilities to direct and manage every phase of command and control operations. *Blue Ridge* represents the accumulated knowledge of four decades of the Navy's experience in meeting difficult challenges of Control and Coordination. In addition to its sophisticated command and control system, an extremely refined communications system is also an integral part of the ship's radical new design. Through an automated patch panel and computer-controlled switching matrix, any combination of communications equipment desired may be quickly connected. The "clean" topside area is the result of careful design intended to keep the ship's interference to her own communications system at a minimum.



USS *Harpers Ferry* – LSD 49: *Harpers Ferry*'s mission is to project power ashore by transporting and launching amphibious craft and vehicle loaded with embarked Marines and their equipment in an amphibious assault. *Harpers Ferry* can also render limited docking and repair service to small ships and craft, as well as act as primary control ship in an amphibious operation.

Harpers Ferry is an extremely flexible, capable platform, ready to handle a myriad of tasks within an amphibious maritime assault. She has been fitted with state of the art medical facilities, comfortable berthing for her crew and embarked Marines, and a shortened well deck to carry additional cargo and ammunition. USS *HARPERS FERRY* is the first of four new cargo variants to the *WHIDBEY ISLAND* class of dock landing ships. The *Harpers Ferry* class is also called LSD 41(CV) class.

On September 1, 2002, *Harpers Ferry* relieved USS *Germantown* (LSD 42) as a forward deployed naval unit in Sasebo, Japan.



USS *Haleakala* – AE 25: was the fifth and final ship in the *SURIBACHI* - class of Ammunition Ships. The ship was named after the extinct volcano located on the eastern end of the island of Maui, Hawaii. Decommissioned and stricken from the Navy list on December 10, 1993, the *HALEAKALA* was later disposed of by title transfer to the Maritime Administration on March 28, 1994.



USNS *Rainier* – (T-AOE 7): Rainier is one of the biggest supply ships in the world and the second AOE in the SUPPLY - class. *RAINIER* was decommissioned on August 29, 2003, and was transferred to the Military Sealift Command where she was placed back in service as a "United States Naval Ship." As a US Naval Ship, *RAINIER* does no longer carry the weapons systems she previously (as "*USS RAINIER*") was equipped with. One of these systems was the Phalanx CIWS.

USS *RAINIER* (AOE 7) was constructed at National Ship and Shipbuilding in San Diego, California and was commissioned January 21, 1995. It is a SUPPLY class, Fast Combatant Support Ship, which is the first type of deep draft vessels to have gas turbine engines. The AOE-7 contract design was completed in February of 1986 and steel fabrication work for *RAINIER* began on August 16, 1989 with the official keel laying conducted on May 31, 1990.



USS *Everglades* - (AD-24): USS *Everglades* was launched on 28 January 1945 by the Todd Shipyard Corp., San Pedro, CA; sponsored by Mrs. Anne E. Richardson; and completed on 23 May 1946. Never commissioned she was turned over to the San Diego Group, Pacific Reserve Fleet for inactivation on 15 May 1947. United States embroilment in the Korean hostilities occasioned activation of *Everglades* who commissioned for the first time on 25 May 1951, Captain Thomas M. Brown, commanding.

Following shakedown and training exercises, *Everglades* transited the Panama Canal and arrived at Norfolk, VA, for duty with Destroyer Force, Atlantic. Since then she has played a vital part in keeping the Navy ready, repairing Norfolk-based destroyers and servicing ships in the Caribbean or the Mediterranean where she has made four extensive cruises through the end of 1960.



USS *Bryce Canyon* - AD-36: USS *Bryce Canyon* was launched 7 March 1946 by Charleston Navy Yard and sponsored by Mrs. William J. Carter, wife of Rear Admiral Carter. Little additional work was done on her until after the outbreak of hostilities in Korea. Charleston Naval Shipyard then completed the tender and she was commissioned 15 September 1950, Captain M. R. Gerin in command.

Bryce Canyon transited the Panama Canal 5 December and reported to the Pacific Fleet. On 26 March 1951 she got underway from San Diego for the Far East. Arriving at Yokosuka, Japan, 12 April 1951, she spent the next seven months in Japanese waters repairing and servicing vessels based at Yokosuka and Sasebo. *Bryce Canyon* left Japan 4 November 1951 and arrived at San Diego 18 November 1951.

Bryce Canyon received one battle star for her services to the forces afloat in the Korean combat area.



USS *Isle Royale* - AD-29: USS *Isle Royale* was launched by Todd Pacific Shipyards, Inc., Seattle, WA, 19 September 1945; sponsored by Mrs. Greer A. Duncan; and delivered to the Navy 2 July 1946 for lay-up in the San Diego Reserve Fleet.

During her period of inactivation, *Isle Royale* served as headquarters ship for the San Diego Subgroup, Pacific Reserve Fleet. She was designated to replace *Hamul* in the active fleet, and commissioned at Long Beach 9 June 1962, taking *Hamul*'s officers and men as that ship decommissioned. After shakedown *Isle Royale* moved to Long Beach to begin her services to Pacific Fleet destroyers, supplying them with parts and vital repair facilities.

The tender sailed for Pearl Harbor 8 February 1963 and for the next seven months served the destroyers roaming the Pacific on their vital peace-keeping mission. She returned to Long Beach from this deployment 11 September 1963, and conducted training operations in California waters until June 1964. The ship then got underway again for Pearl Harbor, where she operated until 30 October. She returned to Long Beach 5 November where she operated until departing 3 August 1965 for a scheduled 6-month mid-Pacific cruise. However, upon arriving Pearl Harbor, she received orders to proceed on to the Philippines where she tended ships of the 7th Fleet fighting in Vietnam

Isle Royale returned to Long Beach 5 March 1966 and operated along the West Coast until sailing again for the Far East 16 September. She remained in the Orient operating primarily out of Subic Bay tending the destroyers of the 7th Fleet until her return to Long Beach 12 April 1967. Thereafter *Isle Royale* operated in waters off southern California preparing for future action.



USS *Independence* – CV 62: CV-62 was launched by New York Navy Yard June 6, 1958; sponsored by Mrs. Thomas Gates, wife of the Secretary of the Navy; and commissioned January 10, 1959; Captain R. Y. McElroy in command. One of the newest class of "supercarriers" at the time of her commissioning, *INDEPENDENCE* conducted shakedown training in the Caribbean and arrived her home port Norfolk, June 30, 1959. On August 25, during suitability trials on board *INDEPENDENCE*, an A3D Skywarrior, piloted by Lt. Cmdr. Ed Decker, took off at a gross weight of 84,000 pounds - the heaviest aircraft ever to take off from a carrier.

INDEPENDENCE operated off the Virginia Capes for the next year on training maneuvers, and departed August 4, 1960 for her first cruise to the Mediterranean. There, she added her great strength to the peace-keeping power of the 6th Fleet in that troubled region, remaining in the eastern Mediterranean until her return to Norfolk March 3, 1961. The remainder of the year was spent in training and readiness operations off the Atlantic coast. After a long and prestigious career, *INDEPENDENCE* was decommissioned at the Puget Sound Naval Shipyard in Bremerton, Wash., on September 30, 1998.



USS *Kilauea* – AE 26: *Kilauea* is the lead ship in the *KILAUEA* - class of Ammunition Ships and was the first ship in that class being transferred to the MSC.



United States Navy Museums

Navy Museums, An Armada of History and Heritage

By Miles Hadley, Naval Historical Center Public Affairs

WASHINGTON (NNS) -- Although they attract 2 million free admission visitors annually, a rich Navy resource that is often overlooked by Sailors is its "armada" of museums located on shore installations throughout the United States.

From The Navy Museum in Washington, D.C., to the Naval Museum of Armament Technology at China Lake, Calif., the 11 official museums use more than a million artifacts to ensure that the Navy's history is maintained and built upon.

The flagship museum is **The Navy Museum** located in the historic Washington Navy Yard, Washington, D.C. Recently reaccredited for excellence by the American Association of Museums, its permanent exhibit spans the entire 200-year history of the U.S. Navy. And this year, it is celebrating the 40th anniversary of its establishment by Adm. Arleigh Burke. **Web site:** www.history.navy.mil/branches/nhcorg8.htm.

Affiliated with Navy Museum, and located nearby, is the **Navy Art Gallery**. It exhibits examples from the Navy's world-class collection of over 17,000 artworks. **Web site:** www.history.navy.mil/branches/nhcorg6.htm.

The **Naval Civil Engineer Corps/Seabee Heritage Center** is unique in that it is one museum with two locations. The exhibit areas are at the Seabee installations in Gulfport, Miss., and Port Hueneme, Calif. And like the force they represent, both sites have been literally buzzing with activity. Since its inception in 1947, this museum continues to lay foundation stones by reminding members of the Naval Civil Engineer Corps and Seabees of their illustrious history. **Web site:** <https://portal.navfac.navy.mil/nfelc>.

The **Hampton Roads Naval Museum** in Norfolk, Va., is different in that it is not located on a Navy installation. Part of a vast maritime museum complex called The Nauticus National Maritime Center; visitors are treated not only to a first-class museum, but also a battleship. The moored USS Wisconsin (BB 64) is still in reserve, despite now being over 50 years old. The ship's deck is very popular for functions, and there is even a "Whisky" walk in the museum explaining all about it. **Web site:** www.hrnmm.navy.mil.

The National Museum of Naval Aviation, Pensacola, Fla., is one of the largest and most beautiful air and space museums in the world. It boasts over 140 meticulously restored aircraft representing Naval, Marine Corps and Coast Guard aviation. Perhaps the piece d'resistance is the dazzling seven-story glass and steel atrium that is home to four suspended "Blue Angels" A4 Skyhawks. Another popular feature is part of the flight deck from the World War II aircraft carrier USS Cabot (CVL 28). This museum pulls in droves of visitors each year, even if for only a flying visit! **Web site:** www.naval-air.org.

The Naval War College Museum, Newport, R.I., is located in a National Historic Landmark at the college ironically called the "Poorhouse." This museum focuses on the milestones in the evolutionary development of war at sea. It also chronicles the close relationship between the Naval War College and the surrounding populace. **Web site:** www.nwc.navy.mil/museum.

Not only does the **U.S. Naval Academy Museum**, Annapolis, Md., serve as an educational and inspirational resource for the Brigade of Midshipmen there, but also to other students of naval history and thousands of visitors each year. Special emphasis is given to objects that illustrate the role of the naval officer, and those who have attended the Naval Academy. **Web site:** www.nadn.navy.mil/Museum.

At the **Naval Undersea Museum**, Keyport, Wash., visitors can immerse themselves in Navy underwater history. This museum combines naval history, underwater technology, and marine science to create an exciting and educational experience for visitors. The museum is particularly child friendly, and has many interactive facilities that provoke further interest and learning. **Web site:** www.keyportmuseum.cnrnw.navy.mil.

The Navy Supply Corps Museum, Athens, Ga., is housed in the historic 1910 Carnegie library building in the center of the Navy Supply Corps School campus. Artifacts on exhibit include an 1841 purser's uniform and lots of World War II era memorabilia. The museum archives contain supply related documents ranging from old cookbooks to photographs and command histories - a truly abundant "Lucky Bag." **Web site:** www.nscs.cnet.navy.mil/service2.asp?ID=6.

Visitors can submerge themselves in submarine history at the **Submarine Force Museum**, Groton, Conn. Artifacts, documents and photographs relating to the submarine service continue to resurface, and it is the job of the museum to collect them for the benefit of all. The museum even has its own submarine moored nearby that visitors can board, the historic USS Nautilus (SSN 571), the first nuclear submarine in the world. **Web site:** www.ussnautilus.org.

One of the younger museums in the museum "armada" is the **Naval Museum of Armament and Technology**, China Lake, Calif. Established in 2000 after a ten-year effort by volunteers and Naval Air Warfare Center Weapons Division (NAWCWD) employees, it showcases the advance of air warfare weapons development in the Navy. **Web site:** www.chinalakemuseum.org.

The Patuxent River Naval Air Museum is currently located in a temporary building on NAS Patuxent River, Md., but will soon be reopening at a new location in nearby Lexington Park. It is the only museum in the United States dedicated to preserving the rich heritage of the research, development, test and evaluation (RDT & E) of naval aircraft. It is hoped that the new museum will eventually display a stripped down F/A-18 Hornet fighter jet. **Web site:** www.paxmuseum.com.

"The Navy's "armada" of museums is eclectic, and continues to provide a vital role in the education of Sailors and civilians alike. The museums represent the Navy's heritage; and amongst them, its past, both in war and peace, is collected, stored and exhibited for the benefit of young and old," said Dr. William S. Dudley, director, Naval Historical Center.

For related news, visit the Naval Historical Center Navy NewsStand page at **www.news.navy.mil/local/navhist**.



The National Park Service wishes to acknowledge the Naval Historical Center for their contributions and assistance in the development of this web site.